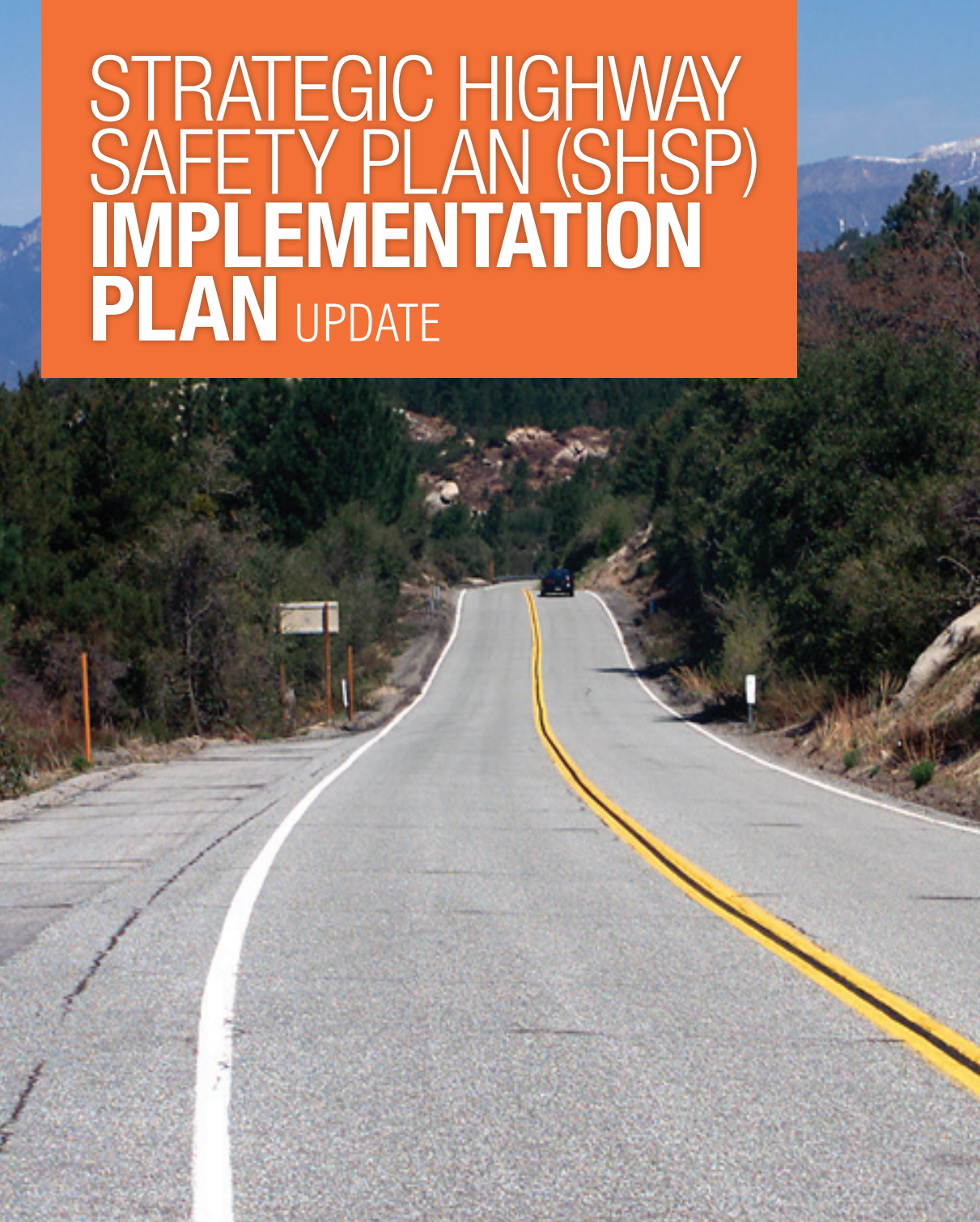


STRATEGIC HIGHWAY SAFETY PLAN (SHSP) IMPLEMENTATION PLAN UPDATE



2015-2019



Photo courtesy of Caltrans

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Introduction and Background

The Strategic Highway Safety Plan (SHSP) is a statewide, coordinated safety plan that provides a comprehensive framework for reducing highway fatalities and severe injuries on all public roads. It identifies key safety needs and guides investment decisions towards strategies and countermeasures with the most potential to save lives and prevent injuries. It must be data-driven, which means safety and other significant data are used to help define problems and develop solutions; affect all public roads (State, local, and Tribal) and all users (motorists, pedestrians, bicyclists, and motorcyclists); be coordinated with other safety plans; and include a vision, mission, and goal.

To achieve the vision, mission, and goal, California adopted the following measurable objectives for the SHSP:

- A 3 percent annual reduction in the number and rate of fatalities; and
- A 1.5 percent annual reduction in the number and rate of severe injuries.

As required by the Safe, Accountable, Flexible, Efficient Transportation Equity Act-A Legacy for Users (SAFETEA-LU), the first SHSP was developed in 2005 and amended in 2010 with the involvement of over 400 safety stakeholders from 170 public and private sector agencies and organizations. SHSP Executive Leadership and a 13-member Steering Committee provided oversight. The first plan ultimately included 17 “Challenge Areas” or areas on which the plan focused efforts. The Federal transportation law continues to mandate that states update and evaluate these plans on a regular basis.

The FAST (Fixing America’s Surface Transportation) Act continued the SHSP requirements put in place under Moving Ahead for Progress in the 21st Century (MAP-21),

SHSP Vision:

California will have a safe transportation system for all users.

SHSP Mission:

California will ensure a safe and sustainable transportation system for all motorized and non-motorized users on all public roads in California.

SHSP Goal:

Toward Zero Deaths.

including regularly recurring SHSP evaluation and updates, consultation with additional stakeholders, consideration of additional safety factors during the update process, and a penalty for not having an updated SHSP. States must complete an SHSP update no later than 5 years from the previous approved version, and at a minimum, States must evaluate their SHSPs as part of the States' regularly recurring SHSP update process.

Based on the success of the previous SHSP, the Steering Committee and Executive Leadership chose to maintain the same Challenge Areas with two changes, the creation of a Data Technical Advisory Team rather than a Challenge Area Team and the combining of two previous Challenge Areas into one Challenge Area on intersections. Following is a list of the Challenge Areas in the updated SHSP:

- Roadway Departure and Head-On Collisions
- Intersections, Interchanges, and Other Roadway Access
- Work Zones
- Alcohol and Drug Impairment
- Occupant Protection
- Speeding and Aggressive Driving
- Distracted Driving
- Driver Licensing and Competency
- Pedestrians
- Bicycling
- Young Drivers
- Aging Road Users
- Motorcycles
- Commercial Vehicles
- Emergency Medical Services

The Implementation Plan identifies what will be happening statewide in California. In an effort to broaden the impact of the plan, California held a series of regional summits in early 2016 to share the information in the SHSP and encourage local, Tribal, and regional representatives to select the Challenge Areas, strategies, and actions that make sense for their area. Data was provided at each of these summits to highlight the region's most serious traffic safety problems. Individuals participating in the events identified their top five priorities and then selected the approaches best suited to their needs. Information on available resources, including funding, was provided to ensure the SHSP is implemented throughout the State.

For more information on the SHSP and how to get involved, visit the web site at <http://dot.ca.gov/trafficops/shsp/>.

Photo courtesy of Caltrans



Update Process

California updated its SHSP before the Federal requirement was finally approved. The update process began in 2014 and continued through 2016. Over 1,600 people participated in the update process, which included a comprehensive outreach effort involving individual presentations to over 50 agencies, organizations, and Tribal representatives, six webinars on traffic safety topics, and one summit each in northern and southern California.

All information collected through the presentations, webinars, summits, and on-line through the SHSP website was compiled into a matrix showing what public comments were received, the proposed or current SHSP strategy, and any actions that were suggested. This information was carefully reviewed by members of the SHSP Steering Committee and each of the Challenge Area Teams who recommended the final list of strategies for the plan. In some cases strategies from the previous SHSP were determined to still to be relevant and in others new strategies were proposed based on the knowledge, expertise and current work being conducted by the Challenge Area Teams.

Members of Challenge Area Teams included individuals who had participated on the Teams previously and individuals who signed up to participate at one of the update events or online through the SHSP web site. Challenge Area Teams include experts who represent the 4Es of safety (engineering, education, enforcement, and emergency medical services). A wide variety of agencies, groups, organizations, and individuals participated including public policy advocates, planners, designers, representatives of the public health and judicial communities, Tribal representatives, traffic safety, pedestrian and bicycle advocates, commercial vehicle officials, researchers, and university officials to name a few. Each Challenge Area Team is led by two co-leaders who provided guidance and vision throughout the update process and will continue to lead the teams during implementation with help and support from the Steering Committee and Executive Leadership.



Photo courtesy of Caltrans



Photo courtesy of Wikipedia

Implementation Plan

The Challenge Area Teams selected the actions to implement each of the strategies that are part of this Implementation Plan. This is a statewide effort. Local, regional, and Tribal representatives are implementing the plan based on what was decided at many meetings and summits. These actions were identified through the update process, a review of countermeasures in the previous plan, and an examination of proven countermeasures. A defined process was used to ensure the actions are data driven, achievable, and effective. Each Challenge Area Team identified the action, determined what agency or organization would lead the effort, and then answered the following questions:

- Does the action address a defined problem?
- Is the action data-driven?
- Can the action be achieved?
- What resources are needed to implement the action?
- What is the implementation timeframe (short- mid- and long-term)?
- What is the scope of the action (statewide, local, regional, and pilot)?
- Is there evidence that demonstrates its effectiveness? If not, can evaluation be integrated into the program/projects?

In addition the teams identified output and outcome measures for each action. Outputs answer the question: are we doing things as planned? Outcome measures answer the question: has the action had the desired impact? The output and outcome measures were reviewed by the Data Technical Advisory Team, which includes individuals who have expertise in the areas of data and evaluation. Overall this process demonstrates a commitment to ensure all aspects of the SHSP are not only tracked but evaluated to determine if they are effective.

The Steering Committee spent nearly six months reviewing and discussing each action and sending plans back to the Challenge Areas for more work. A final recommendation for approval of the actions was made at the Committee's December 4, 2015 meeting. The recommendation from the Steering Committee was approved by the SHSP Executive Leadership at their meeting on February 12, 2016.

The SHSP Implementation Plan is a companion document to the updated SHSP that was approved by the Secretary of the California Transportation Agency and the Executive Leadership on September 22, 2015. Stakeholders should use this document as a strategic guide to help them stay focused and collaborate effectively on the most pressing safety issues in their areas. Members of the public can use this document to educate themselves about traffic safety in California and what is being done to improve safety on all public roads. The Implementation Plan is a living document, and periodic updates are expected as actions are added, completed, or when actions are removed if found unworkable or ineffective.

Evaluation

In addition to the SHSP and Implementation Plan, California will develop an Evaluation Plan that assesses both process and performance. The process evaluation will examine roles, responsibilities, and process activities as well as establish a timeline for monitoring, evaluating, and communicating SHSP update performance data. On the performance side, the Evaluation Plan will determine whether the SHSP's measurable objectives were met as well as include information on the output and outcome measures identified for each action. The Evaluation Plan will be completed after the five year life of the plan. An Annual SHSP Evaluation Report will track how the plan is moving forward.

The SHSP also developed a new tracking and monitoring program to determine if actions are being implemented and if they are not, why not. Tracking implementation progress allows Challenge Area Teams to do the following:

- Determine whether new actions are needed;
- Expand a successful pilot or local program to a statewide initiative if resources are available;
- Determine where to focus limited resources;
- Foster communication among Challenge Area Teams and other safety stakeholders who can educate on new pressing safety problems; and
- Inform the planning process and the links with other transportation plans including the Highway Safety Improvement Program (HSIP), the Highway Safety Plan (HSP), Metropolitan Planning Organization (MPO) plans, etc.

Challenge Area Teams will review actions on an ongoing basis and establish milestones to help determine the level of implementation (not started, early progress, underway, substantial progress, completed). Reports will be generated on a regular basis and shared with the SHSP Executive Leadership and Steering Committee.

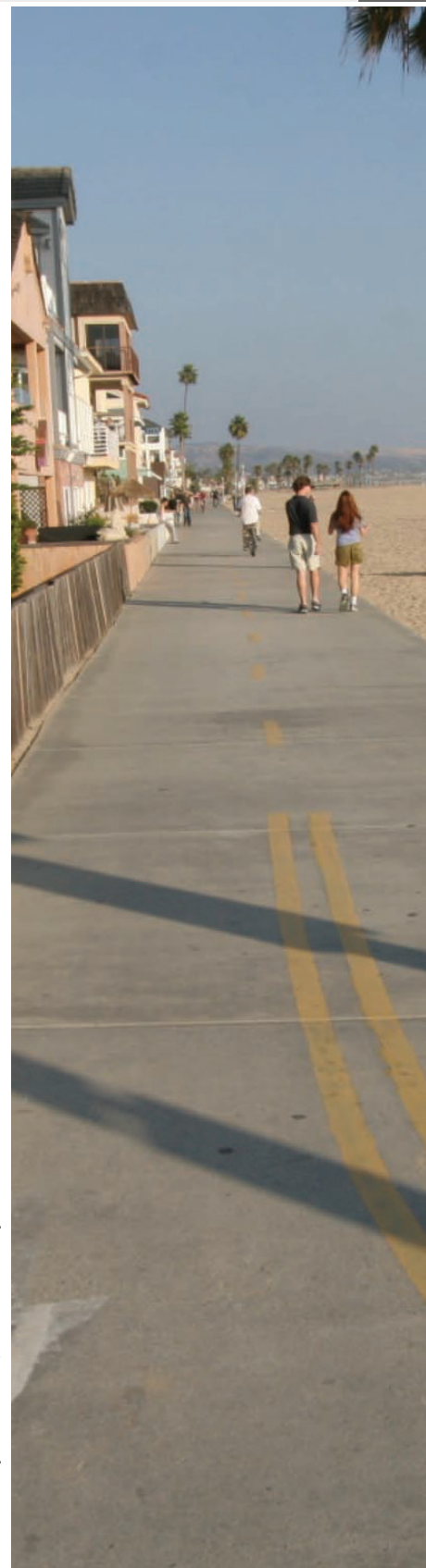


Photo courtesy of Dan Burden, Pedestrian and Bicycle Information Center



Photo courtesy of Shastawheelmen

Challenge Areas

CHALLENGE AREA

Roadway Departure and Head-On Collisions

This Challenge Area includes victims involved in head-on collisions and collisions where one or more parties' movement preceding the collision is a roadway departure, e.g., leaving the road or crossing into the opposing lane. Leaving the road and head-on collisions represented almost a quarter (23 percent) of traffic fatalities and severe injuries in California from 2012 to 2014.



Photo courtesy of Caltrans

STRATEGY 1 / Address systemic risk on non-State roads with low cost safety countermeasures.

Action 1.1 Implement a Systemic Safety Analysis Report (SSAR) Program that includes roadway departure.

Action Lead: Caltrans

Action 1.2 Implement High Friction Surface Treatment (HFST) incentives for more jurisdictions to consider HFST as a part of the local HSIP program.

Action Lead: Caltrans

STRATEGY 2 / Ensure funding strategies reflect unique local needs.

Action 2.1 Advocate for and prioritize systemic low cost safety methodologies in HSIP funding strategies with local agencies.

Action Lead: Caltrans

STRATEGY 3 / Target high risk jurisdictions for funding and technical assistance.

Action 3.1 FHWA to develop and implement roadway safety training for California "high risk" or "opportunity" cities and counties.

Action Lead: FHWA

STRATEGY 4 / Implement an effective, consistent, and coordinated traffic incident management (TIM) program at the State and local level to reduce the duration and impacts of traffic incidents and improve the safety for motorists, crash victims, and emergency responders.

Action 4.1 Expand the TIM training program for affected agencies (all emergency responders).

Action Lead: CHP, Caltrans

CHALLENGE AREA

Intersections, Interchanges, and Other Roadway Access

The Intersection, Interchanges, and Other Roadway Access Challenge Area deals with reducing severe crashes that occur because of conflicts at and between closely-spaced roadway access points. In California from 2012 to 2014, nearly half (45 percent) of all fatalities and severe injuries were related to crossing and left turn movements at intersections and the merging, weaving, and lane changing movements generated by freeway, expressway and carpool lane entrances and exits.



Photo courtesy of Caltrans, District 6

STRATEGY 1 / Mainstream and accelerate the deployment of innovative solutions proven to be highly effective and cost-effective.

Action 1.1 Increase the use of roundabouts and other innovative intersection strategies known to provide safety advantages for all travelers by updating California Manual of Uniform Traffic Control Devices (MUTCD) requirements for street and highway infrastructure projects which propose to add new, or expand/modify existing intersections and interchanges.

Action Lead: Caltrans

Action 1.2 Explore a no cost/ low cost demonstration to evaluate multiple new technologies such as adaptive lighting, self-illuminating striping and auto detect pedestrian beacons.

Action Lead: Caltrans

STRATEGY 2 / Pursue programmatic application of low-cost and high-impact strategies, countermeasures, and activities.

Action 2.1 Create a monitoring program that will identify severe and night-time crash concentration locations on the state highway system.

Action Lead: Caltrans

Action 2.2 Action Retracted.

STRATEGY 3 / Focus on continuous improvement and collaboration by building on the foundational work and products and findings generated by previous strategic safety and other statewide initiatives.

Action 3.1 Develop and implement a new Intersection Control Evaluation (ICE) training program to increase the knowledge and skills to evaluate intersections and choose the most effective countermeasures to reduce collisions.

Action Lead: Caltrans

STRATEGY 4 / Emphasize the role and importance of visibility among road users and workers especially during hours of darkness.

Action 4.1 Update Lighting Guidelines for the State Highway System (Chapter 9, Traffic Manual).

Action Lead: Caltrans

STRATEGY 5 / Minimize or avoid safety performance degradation resulting from land use and highway infrastructure investment proposals.

Action 5.1 Update the Transportation Impact Improvement Study Guide for the State Highway System.

Action Lead: Caltrans

Action 5.2 Standardize the analysis of transportation needs for Caltrans capital projects through the Development of a Standard Environmental Reference.

Action Lead: Caltrans

STRATEGY 6 / Increase understanding and collaboration among transportation system owners, operators, investors, and regional agencies regarding the effect of access-related decisions on safety and overall system performance.

Action 6.1 Action Retracted.



Photo courtesy of Caltrans

CHALLENGE AREA

Work Zones

This Challenge Area includes all victims in collisions occurring in a construction or repair zone, where construction workers could be implementing improvements in areas using lane closures, detours, and moving equipment. Work zones accounted for 1.7 percent of all traffic fatalities and severe injuries in the State in 2012.



Photo courtesy of Caltrans

STRATEGY 1 / Evaluate and promote strategies for best work zone practices.

Action 1.1 Work with law enforcement and others in CHP jurisdictions to reduce speeds in and around work zones with reduced speed limits utilizing saturation patrols and through increased law enforcement contacts.

Action Lead: Caltrans

Action 1.2 Create a new specification and design guidance for the use of vehicle speed feedback signs in work zones.

Action Lead: Caltrans

Action 1.3 Institute biennial work zone process reviews to assess the effectiveness of past work zone safety procedures, verify compliance with existing work zone safety regulations, and to establish goals for further improvement to work zone safety procedures.

Action Lead: Caltrans

Action 1.4 Create standard specification and standard plans for temporary pedestrian access routes through work zones.

Action Lead: Caltrans

Action 1.5 Adopt promising best practices for aging drivers through a review of the work zone section of the new FHWA Handbook for Designing Roadways for the Aging.

Action Lead: Caltrans

STRATEGY 2 / Enhance safe driving through work zones with education and enforcement.

Action 2.1 Increase DUI saturation patrols law enforcement in work zones including DUI saturation patrols in advance of the work zones.

Action Lead: CHP, Caltrans

Action 2.2 Fund efforts to influence driver behavior and reduce traffic collisions through Work Zone Safety Awareness campaigns.

Action Lead: Caltrans

STRATEGY 3 / Apply advanced technology to enhance work zone safety.

Action 3.1 Review work zone best practices from other states through a comprehensive literature search and produce a report.

Action Lead: UCD, AHMCT

Action 3.2 Create specification and design guidance for use of automated work zone information system.

Action Lead: Caltrans

STRATEGY 4 / Improve work zone data collection and analysis.

Action 4.1 Develop a method to calculate work zone crashes per number of miles of Caltrans construction work zone on State maintained roadways and consider using as an ongoing performance measure.

Action Lead: UCD, AHMCT

Action 4.2 Explore methods for tracking and reporting close calls and near misses in work zones on State highways.

Action Lead: Caltrans, Sagent Marketing



Photo courtesy of Caltrans

CHALLENGE AREA

Alcohol and Drug Impaired Driving

This Challenge Area includes collisions involving one or more impaired parties, where impairment is defined as any instance where a driver, pedestrian, bicyclist, or motorcyclist is under the influence of alcohol, illicit drugs, or prescribed or over-the-counter medication. From 2012 to 2104, nearly one-third (32 percent) of all fatalities and severe injuries in California involved an impaired person.



Photo courtesy of California Office of Traffic Safety (OTS)

STRATEGY 1 / Enhance State laws, local ordinances, and programs intended to reduce alcohol and/or drug impaired driving.

STRATEGY 2 / Enhance the utilization of DUI treatment programs, emerging innovations, and system monitoring to reduce DUI offenses among highest risk offenders, including repeat or high-BAC offenders, and in areas where the risk of DUI is the highest.

Action 2.1 Identify effective practices and develop draft standards for state licensed DUI programs.

Action Lead: DHCS

Action 2.2 Implement one or more 24/7 sobriety monitoring pilot programs.

Action Lead: SCRAM

Action 2.3 Pilot effort to retain non-compliant high-risk DUI offenders in DUI treatment.

Action Lead: MHN Programs

Action 2.4 Communicate the benefits of the multi-track DUI Court system of supervision in high risk DUI cases and encourage courts to adopt this low-cost model.

Action Lead: DMV, San Joaquin County Superior Court

Action 2.5 Identify a host and determine the scope (i.e., content and outreach) for a DUI resource mechanism that can be used by DUI professionals and offenders.

Action Lead: CHP

STRATEGY 3 / Improve consistent, timely DUI adjudication and broaden and/or improve application of administrative sanctions of impaired drivers.

Action 3.1 Expand the SHSP 2011 Court Referral and Tracking Pilot which is designed to improve the timeliness of enrolling DUI offenders into programs from the time of conviction, to counties interested or needing help.

Action Lead: MHN Programs, DHCS

STRATEGY 4 / Conduct education/social norming and other programs to change behaviors related to impaired driving.

Action 4.1 Develop Drug and Alcohol Public Information and Education (PI&E) Campaigns focused on young people, teens and parents.

Action Lead: Friday Night Live

Action 4.2 Expand Orange County Community Responsible Beverage Service (Community RBS) Training opportunities to other California cities.

Action Lead: CLEW

STRATEGY 5 / Enhance knowledge of the impacts of legal and illegal drug use on safe driving using empirical evidence and implement effective, data-driven methods to identify and reduce drug-impaired driving or roadway use.

Action 5.1 Update CHP DUI Checkpoint Educational Pamphlet with a newly messaged emphasis on drugs.

Action Lead: CHP

Action 5.2 Develop an issue paper establishing rationale for enhanced penalties for DUI Alcohol/Drug Combos, similar to high BAC enhancements.

Action Lead: DMV

Action 5.3 Create print materials for distribution at doctors' offices warning of the dangers of driving after consuming drugs (including marijuana and prescription drugs).

Action Lead: Auto Club of Southern California, Orange County Dept. of Public Health

Action 5.4 Conduct an assessment of California forensic laboratories to determine what drug-testing protocols exist and provide a descriptive assessment of what equipment or processes are needed to meet changing demands related to drug testing.

Action Lead: DMV

STRATEGY 6 / Enhance DUI enforcement, training, and tools for improved detection and enforcement of impaired roadway users.

Action 6.1 Develop an issue paper establishing benefits of Standardized Field Sobriety Tests (SFST) training for law enforcement agencies with primary traffic enforcement jurisdiction.

Action Lead: CHP

Action 6.2 Increase the number of Advanced Roadside Impaired Driving Enforcement (ARIDE) personnel trained by 8 percent.

Action Lead: CHP

Action 6.3 Develop and distribute material designed to educate on the importance of maintaining adequate traffic and DUI habitual-offender (HO)-enforcement dedicated efforts in police departments.

Action Lead: LAPD

STRATEGY 7 / Enhance the collection, management, and accessibility of data related to the consequences of impaired driving and the effectiveness of the DUI countermeasure system.

Action 7.1 Identify barriers to accurate information reporting on court reported abstracts of conviction.

Action Lead: DMV

CHALLENGE AREA

Occupant Protection

The Occupant Protection Challenge Area addresses issues involving victims in collisions who did not use or improperly used a safety belt or child restraint. From 2012 to 2014, these crashes represented 12 percent of traffic fatal and severe injuries in California.

STRATEGY 1 / Target high risk populations with education and enforcement to increase occupant protection use.

Action 1.1 Compile and disseminate current research, best practice countermeasures, and social media campaigns, to assist Occupant Protection partner organizations to conduct interventions targeting 15-24 year olds.

Action Lead: California Friday Night Live Partnership



Photo courtesy of Kate Bernacki, California Department of Public Health

STRATEGY 2 / Improve occupant protection educational outreach.

Action 2.1 Conduct outreach to four Tribal communities to improve Child Passenger Safety (CPS) use.

Action Lead: California Indian Rural Health Board

Action 2.2 Develop occupant protection educational programs that are based on learned-based behavior change research that supports long term correct occupant protection use.

Action Lead: Jim DeCarli

STRATEGY 3 / Increase occupant protection enforcement and improve adjudication of violations.

Action 3.1 As a pilot project, compile information on occupant protection convictions in one or more counties to determine how to improve conviction rates and reduce recidivism.

Action Lead: CPCA, Petaluma Police Department

Action 3.2 Develop an outreach program to make rural jurisdictions more aware of the OTS Selective Traffic Enforcement Program (STEP) grant program and where they can obtain the needed data for the application.

Action Lead: City of Concord, OTS

STRATEGY 4 / Improve occupant protection data collection processes.

Action 4.1 Participate in the implementation of a nationwide pilot program to test a standard process to collect child passenger safety data.

Action Lead: CDPH

Action 4.2 Action Retracted.

CHALLENGE AREA

Speeding and Aggressive Driving

Crashes in this Challenge Area include collisions where speeding or aggressive driving was reported in the crash report as a contributing factor, meaning that a motorist exceeded the speed limit or was driving too fast for conditions. From 2012-2015, 18 percent of traffic-related fatalities and severe injuries involved speeding or aggressive driving in California.



Shutterstock

STRATEGY 1 / Increase targeted enforcement at locations prone to speeding and other forms of aggressive driving.

Action 1.1 Seek annual grant-funding provided by Office of Traffic Safety to increase high visibility enforcement specifically targeting drivers speeding and certain aggressive driving behaviors such as unsafe lane changes, following too close, improper turning movements, etc.

Action Lead: CHP

Action 1.2 Develop guidance for when and how to conduct special safety audits for the State Highway System.

Action Lead: Caltrans, CHP

STRATEGY 2 / Improve the consistency of adjudication of drivers cited for speeding and other forms of aggressive driving.

Action 2.1 Develop a training program for judges/court staff and reach out to the courts to encourage the use of mandatory court appearances for violations of 30+ mph over the speed limit.

Action Lead: California Court Association

STRATEGY 3 / Increase use of technology and engineering methods to reduce speeding and other forms of aggressive driving.

Action 3.1 Seek funding to purchase additional radar and Lidar units for state officers to use during enforcement actions.

Action Lead: CHP

STRATEGY 4 / Conduct outreach and education about the safety risks of speeding.

Action 4.1 Utilize the results of a SafeTREC survey measuring public attitudes and awareness of speeding and aggressive driving to develop a media campaign including educational materials to raise awareness about speeding and aggressive driving.

Action Lead: CHP

Action 4.2 Develop and implement engineering methods to address speed differential, based upon National Transportation Safety Board research.

Action Lead: Caltrans

Action 4.3 Increase the use of the Attitudinal Dynamics of Driving course to provide education on the dangers of speeding and aggressive driving by providing this course as a sentencing option to the courts.

Action Lead: Safety Center

CHALLENGE AREA

Distracted Driving

This Challenge Area addresses crashes where at least one driver diverts his or her attention away from the task of driving, which can include taking eyes off the road, hands off the wheel, or one's mind off the task of driving. California, like many states, is lacking in detailed distracted driving data, so the actual number of fatalities and severe injuries is hard to quantify but anecdotal information indicates the number is high.



Photo courtesy of California Office of Traffic Safety (OTS)

STRATEGY 1 / Improve data quality on distracted driving data from multiple sources.

Action 1.1 Evaluate methodologies for collecting distracted driving data.

Action Lead: DMV

STRATEGY 2 / Increase enforcement and improve adjudication of current distracted driving laws.

Action 2.1 Conduct a pilot program in two jurisdictions to assess the effectiveness of alternative sentencing such as requiring education on the dangers of distracted driving.

Action Lead: Safety Center

STRATEGY 3 / Conduct education on the risks of distracted driving using evidence-based strategies to create a culture of traffic safety.

Action 3.1 Implement a condensed pilot program using existing evidence-based statewide education campaigns or materials that demonstrate the dangers of distracted driving to affect behavior change among youth and their parents.

Action Lead: Impact Teen Drivers

Action 3.2 Develop resources to encourage any organization that operate any vehicle fleet to develop and enforce anti-distracted driving policies for their employees..

Action Lead: Safety Center

STRATEGY 4 / Strengthen laws on distracted driving.

Action 4.1 Assess the potential effect of increasing Negligent Operator Points using driver citation records to determine whether distracted driving citations are capturing a risky group and what effect additional points would have on the Negligent Operator Treatment System (NOTS).

Action Lead: DMV

CHALLENGE AREA

Driver Licensing and Competency

The Driver Licensing and Competency Challenge Area focuses on fatal collisions where a driver is unlicensed or does not possess a valid license for the vehicle class. This is important, in part, because the loss of driving privileges often stems from the individual's inability to drive safely. According to the California DMV, suspended or revoked drivers are three times more likely to be involved in or cause a fatal crash.

Photo courtesy of Cambridge Systematics



STRATEGY 1 / Improve the initial driver licensing process.

Action 1.1 Develop and disseminate a resource document that can be used in the pursuit of eliminating barriers identified in 2.1.

Action Lead: CDE, Friday Night Live

STRATEGY 2 / Improve the competency of licensed drivers.

Action 2.1 Identify the barriers that prevent young and new drivers from receiving driver's education and develop steps to remove those barriers.

Action Lead: CDE

STRATEGY 3 / Assess and improve policies for managing unlicensed drivers, negligent operators, and suspended/revoked (U/S/R) drivers.

Action 3.1 Create estimate of the number and proportion of negligent operators who fail to reinstate their driving privilege when it is legally possible for them to do so.

Action Lead: DMV

Action 3.2 Assess the effectiveness of the Failure to Appear/Failure to Pay driver amnesty program to reinstate suspended licenses by comparing licensure numbers after amnesty program with those from 2014.

Action Lead: DMV

STRATEGY 4 / Improve data systems, including quality control measures, for driver and vehicle records, citations issued, court adjudication reporting, and DMV license actions.

Action 4.1 Review the results of the 2016 Traffic Records Assessment to determine what recommendations are feasible in the near-to medium-term.

Action Lead: DMV

STRATEGY 5 / Improve training of law enforcement and related local agencies regarding licensing, DMV license actions, and DMV data system.

Action 5.1 Consult with CHP and local agencies to determine any current concerns or gaps regarding law enforcement knowledge of DMV license records, licensing actions, and processes. On the basis of information gathered, develop recommendations for potential future action steps to address any identified concerns or gaps.

Action Lead: DMV

CHALLENGE AREA

Pedestrians

The focus for this Challenge Area is pedestrians who were killed or severely injured in a traffic-related crash. Pedestrian fatalities and severe injuries represent 17 percent of the total number of traffic fatalities and severe injuries in California from 2012 to 2014. It will be a challenge to ensure that these types of fatalities and severe injuries do not increase as more communities promote active transportation initiatives that get more people walking and bicycling.



Photo courtesy of Dan Burden, Pedestrian and Bicycle Information Center

STRATEGY 1 / Improve the safety of pedestrian crossings by using proven effective countermeasures.

Action 1.1 Develop a tool for the State Highway System to conduct systemic safety analysis for pedestrians. This tool would enable the Caltrans to prioritize locations for selected pedestrian safety improvements based on risk.

Action Lead: Caltrans

Action 1.2 Using 5 years of collision data (i.e., 2009-2013) identify locations with pedestrian related high collision concentrations on the State Highway System for traffic safety investigations to be conducted by Caltrans. As part of investigation process, Caltrans Districts will engage impacted local agencies and stakeholders to develop context-sensitive solutions and recommendations.

Action Lead: Caltrans

STRATEGY 2 / Expand effective enforcement and education of all roadway users to improve pedestrian safety based on known risk factors and data trends.

Action 2.1 Provide technical assistance and targeted resources (e.g., pedestrian safety educational materials) to support the development and implementation of Active Transportation Program (ATP) funded pedestrian safety education and enforcement programs.

Action Lead: Caltrans

Action 2.2 Identify locations with reported pedestrian safety issues to conduct targeted, high-visibility pedestrian safety enforcement operations. The targeted locations will be continually monitored and updated as necessary.

Action Lead: CHP, OTS

Action 2.3 Conduct pedestrian safety presentations to high-risk populations, in collaboration with schools, community groups, or local pedestrian advocacy groups, to promote pedestrian traffic safety awareness.

Action Lead: CHP, OTS

STRATEGY 3 / Increase funding for pedestrian safety infrastructure and non-infrastructure projects.

STRATEGY 4 / Improve collection, use, and analysis of data needed for pedestrian safety planning and programming.

Action 4.1 Establish set-aside (SSARP) of the Local HSIP at the State level to fund the development of local safety plans for cities, towns, and counties that help address pedestrian safety.

Action Lead: Caltrans

Action 4.2 Increase the number of local safety plans that include pedestrian safety developed and used for applications to the Local HSIP program.

Action Lead: Caltrans

Action 4.3 Conduct analysis of local pedestrian crash data; disseminate to local health departments to inform pedestrian safety planning and programming.

Action Lead: CDPH

STRATEGY 5 / Increase pedestrian safety-focused coordination among State, regional, and local agencies including on transportation planning and land use efforts.



Photo courtesy of University of California, Berkeley

CHALLENGE AREA

Bicycling

The focus for this Challenge Area includes cyclists or passengers on bicycles who were killed or severely injured in a traffic-related crash. Fatalities and severe injuries involving bicyclists have been increasing in recent years. Bicycle fatalities and severe injuries comprised eight percent of California fatalities and serious injuries from 2012 to 2014, with an average of 150 people dying annually in bicycle crashes and an average of 958 experiencing severe injuries.



Photo courtesy of Cambridge Systematics

STRATEGY 1 / Improve roadway and bikeway planning, design, operations, and connectivity.

Action 1.1 Caltrans will request a preliminary investigation to determine if research is warranted regarding bicycle ways needs relative to speed and volume of motor traffic.

Action Lead: Caltrans

Action 1.2.a Action Retracted.

Action 1.2.b Explore revision to the California Manual on Uniform Traffic Control Devices (CA MUTCD) speed-setting standards to balance 85% approach with safe systems approach that better incorporates crash history, safety of pedestrians, bicyclists.

Action Lead: Stantec, SCAG, LA County PWD, LADOT, Vision Zero

Action 1.3 Provide training to Caltrans Districts staff and local jurisdictions on bicycle facility planning and design.

Action Lead: Caltrans

STRATEGY 2 / Improve data collection regarding bicyclist trips, injuries, and fatalities on California roadways and bicycle paths.

Action 2.1 Partner with SCAG in the development of a statewide bike and pedestrian count database and create a one-stop repository for count data throughout of California.

Action Lead: Caltrans

Action 2.2 Conduct a review of the CHP form 555 and provide recommendations on how to improve collection of bicycle data on the form.

Action Lead: Jim Baross, CABO and Stanley Price

Action 2.3 Research means to collect and link bicycle crash hospital outcome data with SWITRS.

Action Lead: CDPH

Action 2.4 Caltrans to request a preliminary investigation to determine if a research project regarding identifying data gaps about bicycle collisions occurring on bikeways, walkways and shared-use paths is warranted.

Action Lead: Caltrans

Action 2.5 Identify a list of candidate locations for bicycle-related safety improvements on the State Highway System (SHS).

Action Lead: Caltrans

STRATEGY 3 / Improve education and enforcement to improve safe multi-modal travel.

Action 3.1 Conduct a literature review on existing training programs for bicycle traffic law enforcement that could be provided to local agencies for in-service training.

Action Lead: CABO

Action 3.2 Explore the feasibility of updating POST training regarding bicycle traffic laws, i.e., 3' minimum passing, signs and roadway markings such as "Bikes May Use Full Lane", Shared Lane roadway markings, and other potential bike laws (electric bikes, pedicabs, rear bike lights, etc.).

Action Lead: CABO

Action 3.3 Review the DMV Driver Handbook and related DMV publications and make recommendations to DMV for updates on bicycles.

Action Lead: CABO

Action 3.4 Provide technical assistance and targeted resources (e.g., bicycle safety educational materials) to support the development and implementation of Active Transportation Program funded bicycle safety education and enforcement programs.

Action Lead: Caltrans

STRATEGY 4 / Encourage more bicycle travel by improving public attitudes about bicycling as a safe mode of transportation.

STRATEGY 5 / Develop safe, direct, and connected routes for bicycling.

Action 5.1 Conduct analysis of local bicycle crash data; disseminate to local health departments to inform bicycle safety planning and programming.

Action Lead: CDPH, Caltrans

CHALLENGE AREA

Young Drivers

Young drivers have less driving experience, may be less likely to identify hazardous conditions and react to them, and are disproportionately involved in risky driving behaviors that directly result in more crashes than experienced drivers. Data for this Challenge Area includes all victims that were killed or severely injured in collisions where one or more young drivers between the ages of 15 and 20 were involved. Fatalities and severe injuries among this age group comprised 14 percent of all fatalities and severe injuries from 2012 to 2014 in California.



Photo courtesy of Cambridge Systematics

STRATEGY 1 / Increase awareness of and compliance with graduated driver licensing laws.

Action 1.1 Develop and disseminate a toolkit to educate and reinforce parents' knowledge of Graduated Driver Licensing (GDL) laws based on implementation of the Governor's novice driver program.

Action Lead: Friday Night Live Partnership

Action 1.2 Develop a legislative concept to extend GDL requirements through age 20.

Action Lead: California Association for Safety Education (CASE)

STRATEGY 2 / Promote social norming and behavior change on youth-related traffic safety issues.

Action 2.1 Develop and distribute materials on safe traffic behaviors for back-to-school nights and/or freshman orientation for middle/high/colleges based on evidence based strategies and practices such as Graduated Driver Licensing laws, seat belts, and no electronic device use.

Action Lead: Impact Teen Drivers

Action 2.2 Compile and distribute a list of best practices for youth-led traffic safety campaigns that can be applied in a school setting using a peer-to-peer model.

Action Lead: Safety Center

STRATEGY 3 / Promote the use of evidence-based programs and outreach methods.

Action 3.1 Develop and promote a "Best Practices Resource" for statewide educational materials and programs for young drivers and their parents and explore options for posting the information online.

Action Lead: OTS, DMV

STRATEGY 4 / Improve school policies and procedures relating to young driver safety.

Action 4.1 Educate school boards, principals, parents, and youth about the importance of offering driver education in California high schools to increase their availability.

Action Lead: CDE

STRATEGY 5 / Improve enforcement and adjudication of young offenders.

Action 5.1 Pilot further training via briefing video and other methods of CHP law enforcement officers on GDL restrictions.

Action Lead: CHP

Action 5.2 Pilot education of judicial officers on the use of teen-specific driver diversion programs and encourage their use.

Action Lead: Safety Center



Photo courtesy of Office of Traffic Safety (OTS)

CHALLENGE AREA

Aging Road Users

Aging affects all aspects of driving from eyesight to judging time and distance to having the necessary strength and flexibility to operate a vehicle. Data for this Challenge Area includes all fatalities and severe injuries resulting from collisions in which one or more aging roadway users, defined as drivers, pedestrians, bicyclists, and motorcyclists age 65 or older, was involved. In California, aging road users accounted for 10 percent of all traffic fatalities and severe injuries from 2012 to 2014.



Photo courtesy of Cambridge Systematics

STRATEGY 1 / Develop and disseminate education materials, programs, and tools that explain how the aging process may affect safe driving.

Action 1.1 Action Retracted

Action 1.2 Determine the availability of aging road user (50+) driver safety education programs in multilingual, rural and tribal communities through outreach, surveys, etc.

Action Lead: AARP

STRATEGY 2 / Promote awareness of the impact of prescription and non-prescription medications and supplements on the safety of aging road users.

Action 2.1 Compile, develop and disseminate information on drugs that affect physical and mental abilities through a web page resource, and a Fast Facts brochure.

Action Lead: DMV

Action 2.2 Educate health professionals, clinicians, and health care organizations on the impact of drugs and supplements on aging drivers, pedestrians, and bicyclists through the development of educational materials and a partnership with CDPH's Prescription Drug Working Group and others.

Action Lead: UCSD TREDs program and CDPH

STRATEGY 3 / Promote implementation of multi-modal guidance for aging road users, which is included in the California Manual on Uniform Traffic Control Devices (MUTCD).

Action 3.1 Conduct presentations and trainings either by adding to existing trainings or new trainings to engineers, designers, and planners to promote the application of multi-modal guidance for aging road users, using material and tools from the CA MUTCD and include best practices on Traffic Control devices from FHWA's Handbook for Designing Roadways for the Aging Population.

Action Lead: Caltrans

STRATEGY 4 / Promote knowledge and increased application by transportation professionals of preferred roadway design elements friendly to aging road users.

Action 4.1 Develop CAMUTCD training including best practices from FHWA's Handbook for Designing Roadways for the Aging Population.

Action Lead: Caltrans



Photo courtesy of Cambridge Systematics

CHALLENGE AREA

Motorcycles

This Challenge Area includes all victims in collisions involving a motorcycle or moped. These victims do not have to be a driver or passenger of a motorcycle or moped. Motorcyclist fatalities and severe injuries constituted 20 percent of total traffic fatalities and severe injuries in the State from 2012 to 2014.



Photo courtesy of California Highway Patrol (CHP)

STRATEGY 1 / Improve public education on motorcycle safety by providing education to pre-licensed students, mandated enrollees in traffic/DUI classes, and the general public through outreach.

Action 1.1 Review existing motorcycle driving school curriculum and produce recommendations to include additional motorcycle safety information.

Action Lead: DMV

Action 1.2 Review of existing traffic violator school curriculum and develop recommendations to include additional motorcycle safety information.

Action Lead: DMV

Action 1.3 Educate riders and non-riders on the safety benefits of being more visible in traffic with personal protective equipment through the Motorcycle Handbook (DMV), materials distributed at CMSP and other motorcycle events, and traditional and social media.

Action Lead: CHP, DMV

Action 1.4 Develop a plan for a novelty helmet public information campaign for riders and passengers that includes a helmet exchange program.

Action Lead: CHP, DMV

Action 1.5 Educate riders and drivers on the dangers of distracted riding and driving through the existing CHP motorcycle safety program.

Action Lead: CHP, DMV

STRATEGY 2 / Improve motorcycle licensing practices by providing refresher training courses, encouraging/requiring proper riding and safety equipment for motorcycle skills test, and comparing motorcycle registration with licensure.

Action 2.1 Require self-certification of the use of a U.S. DOT-compliant motorcycle helmet for DMV motorcycle skills test; i.e., no novelty helmets.

Action Lead: DMV

STRATEGY 3 / Improve motorcycle exposure and crash data by providing specific motorcycle crash data allowing for performance measures and program impact determinations.

Action 3.1 Conduct a comprehensive study of motorcycle crashes which includes the effectiveness of CMSP rider training.

Action Lead: CHP

STRATEGY 4 / Improve motorcycle rider training by providing refresher courses to experienced riders and enhancing safe skills sets.

Action 4.1 Pilot test conducting a Spring Refresher Training Course through clinics for any experienced rider regardless of age or level of experience.

Action Lead: TCTI, BARF

STRATEGY 5 / Enhance roadway design to improve motorcycle safety by improving and creating roadway designs that account for motorcycle riders and passengers, which will improve safe transportation practices among motorcycles, automobiles, bicycles and pedestrians.

Action 5.1 Caltrans will request a preliminary investigation to determine if research is warranted regarding new and innovative roadway design for motorcycles.

Action Lead: Caltrans

Action 5.2 Incorporate safer barrier technology at motorcycle crash locations.

Action Lead: Caltrans



Photo courtesy of California Highway Patrol

CHALLENGE AREA

Commercial Vehicles

The Commercial Vehicle Challenge Area includes all victims involved in a crash involving a heavy truck or school bus (victims do not have to be a driver or passenger of a truck or school bus, or other bus). In California 7 percent of traffic fatalities and severe injuries from 2012 to 2014 involved commercial vehicle drivers. While this percentage is low, the impact on traffic safety can be substantial given the severity of the crashes, many of which are caused by passenger vehicles.



Photo courtesy of Cambridge Systematics

STRATEGY 1 / Improve the training and education of commercial vehicle industry stakeholders.

Action 1.1 Expand participation from other agencies and increase the number of truck driver appreciation days conducted throughout the year at Commercial Vehicle Enforcement Facilities (CVEF).

Action Lead: CHP

Action 1.2 Conduct strategic outreach and provide education/training to motor carriers, limousine companies, and their respective drivers.

Action Lead: CHP

Action 1.3 Conduct strategic outreach and provide free educational seminars through the CIEP to offerors, shippers, and carriers of hazardous materials.

Action Lead: CHP

Action 1.4 Partner with the California Bus Association and provide free educational seminars through the CIEP, with a focus on driver safety, specific to the bus industry.

Action Lead: CHP

Action 1.5 Partner with the California Trucking Association for training on the standardized process for the issuance of permits for specialized commercial size and weight loads to local agencies and trucking companies.

Action Lead: Caltrans

STRATEGY 2 / Increase the use of effective enforcement strategies to improve commercial vehicle safety.

STRATEGY 3 / Identify and implement engineering features that reduce commercial vehicle-related collisions.

Action 3.1 Create a monitoring programs that will identify severe commercial vehicle crash concentration locations on the state highway system.

Action Lead: Caltrans

STRATEGY 4 / Improve commercial vehicle safety data.

Action 4.1 Determine the effectiveness of Iteris InSPECT being utilized statewide by all commercial enforcement program personnel.

Action Lead: CHP

STRATEGY 5 / Identify and promote the use of technology for improving commercial vehicle safety.

Action 5.1 Install E-Screening technology at CVEF's to collect data from commercial motor vehicles as they drive through CVEF's. This real time data will be shared with inspection software.

Action Lead: CHP



Photo courtesy of Cambridge Systematics

CHALLENGE AREA

Emergency Medical Services

This Challenge Area focuses on the fact that Emergency Medical Services (EMS) can help reduce crash-related injuries and fatalities through high-quality medical care at the scene and during transport to a trauma center, especially when a severely injured patient can be transported to a trauma center within the first hour after the crash. Distance between fatal collisions and trauma centers is important for reaching this goal. In 2011, 37 percent of fatal collisions were 30 or more miles from a Level I/II trauma center in rural areas, while in urban areas only eight percent were 30 or more miles away.



Photo courtesy of the California Highway Patrol (CHP)

STRATEGY 1 / Increase involvement by EMS partners in the California SHSP.

Action 1.1 Establish regular two-way communication with local EMS agencies (LEMSA) and EMS related organizations to encourage SHSP participation where needed, deliver presentations on SHSP to Local EMS agencies, contribute on an ongoing basis to listservs, and provide a report on SHSP activities at each resource meeting including Quarterly EMSAAC, RTCC, STAC, and TMAC meetings; and Bi-annual EMSC meetings.

Action Lead: EMSA

Action 1.2 Develop a web page on the EMSA website dedicated to SHSP activities with links to Federal, State, and local support activities.

Action Lead: EMSA

STRATEGY 2 / Develop strategies to improve time to definitive care.

Action 2.1 Document the current time intervals occurring in select areas of the state for the patient to arrive at the point of definitive care, and identify the necessary data fields needed to review and analyze instances where the patient is taken to a lower level Trauma Center or a non-Trauma Center resulting in the need for re-triage.

Action Lead: EMSA

Action 2.2 Analyze the data collected in 2.1 on time intervals and transfers for the pilot project with select Level I Trauma Centers, Pediatric Trauma Centers, and the Local EMS Agencies where the centers are located to identify areas for improvement.

Action Lead: EMSA

Action 2.3 Implement recommendations in pilot areas and document outcomes.

Action Lead: EMSA

Action 2.4 Draft an interim report on lessons learned to be included in the revision of the Re-Triage Guidance document.

Action Lead: EMSA

STRATEGY 3 / Improve data from the time of the crash.

Action 3.1 Conduct analysis of CEMSIS data sources to identify baseline data quality and problems, and identify critical data fields for data quality improvement; document findings.

Action Lead: EMSA EMSAAC

Action 3.2 Action Retracted

STRATEGY 4 / Improve access to information to enable interoperability of communications systems among all responders to crash sites.

Action 4.1 Review current EMSA #145 Statewide EMS Operations and Communications Resource Manual to determine the need for additional and/or deletion of information.

Action Lead: EMSA

Action 4.2 Identify possible stakeholders and communicate with all appropriate agencies to get current information for revision of the Operations and Communications Resource Manual.

Action Lead: EMSA

Action 4.3 Revise EMSA #145 Manual and distribute for comment; post document on website and notify all appropriate agencies.

Action Lead: EMSA

STRATEGY 5 / Develop guidance documents to share with EMS responders to increase crash scene safety.

Action 5.1 Increase the number of EMS/Fire Personnel taking Traffic Incident Management Training. Increase the knowledge of Traffic Incident Management amongst EMS personnel.

Action Lead: EMSA

Glossary

AHMCT	Advanced Highway Maintenance and Construction Technology
AARP	American Association of Retired Persons
ARIDE	Advanced Roadside Impaired Driving Enforcement
ATP	Active Transportation Program
BAC	Blood Alcohol Concentration
BARF	Bay Area Riders Forum
CABO	California Association of Bicycling Organizations
CADTP	California Association of DUI Treatment Programs
Caltrans	California Department of Transportation
CASE	California Association for Safety Education
CDE	California Department of Education
CDPH	California Department of Public Health
CHP	California Highway Patrol
CMOD	Crash Medical Outcomes Data
COG	Council of Governments
CPS	Child Passenger Safety
CSUSD	California State University of San Diego
CLEW	California Law Enforcement Web
CVEF	Commercial Vehicle Enforcement Fatalities
DHCS	Department of Health Care Services
DMV	Department of Motor Vehicles
DRE	Drug Recognition Expert
DUI	Driving Under the Influence
EMS	Emergency Medical Services
EMSA	Emergency Medical Services Authority
EMSAAC	Emergency Medical Services Administrators Association of California
EMSC	Emergency Medical Services for Children
FAST	Fixing America's Surface Transportation
FHWA	Federal Highway Administration
HFST	High Friction Surface Treatment
HSP	Highway Safety Plan
HSIP	Highway Safety Improvement Program
ITD	Impact Teen Drivers
ITS	Intelligent Transportation Systems
JAG	Judge Advocate General

LADOT	Los Angeles Department of Transportation	
LAPD	Los Angeles Police Department	
LTAP	Local Technical Assistance Program	
MADD	Mothers Against Drunk Driving	
MAP-21	Moving Ahead for Progress in the 21st Century	
MHN	Programs A Health Net Company	
MPO	Metropolitan Planning Organization	
MUTCD	Manual of Uniform Traffic Control Devices	
NHTSA	National Highway Traffic Safety Administration	
NOTS	Negligent Operator Treatment System	
OTS	Office of Traffic Safety	
PI&E	Public information and education	
PWD	Los Angeles County Public Works Department	
RADD	Recording Artists Against Drunk Driving	
RBS	Responsible Beverage Service	
RTCC	Regional Trauma Coordinators Committee	
RTPA	Regional Transportation Planning Agency	
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act, A Legacy for Users	
SCRAM	Secure Continuous Remote Alcohol Monitoring	
SCAG	Southern California Association of Governments	
SFST	Standard Field Sobriety Testing	
SHSP	Strategic Highway Safety Plan	
SSAR	Systemic Safety Analysis Report	
STAC	State Trauma Advisory Committee	
STEP	Special Traffic Enforcement Program	
SWITRS	Statewide Integrated Traffic Records System	
TASAS	Traffic Accident Surveillance and Analysis System	
TCD	Traffic Control Device	
TCTI	Total Control Training, Inc.	
TIM	Traffic Incident Management	
TMAC	Trauma Managers Association of California	
UCD	University of California, Davis TREDs	Traffic Records Electronic Data System
USCD	University of California at San Diego	
VOSP	Vehicle Occupant Safety Program	

Executive Leadership

Members of the Executive Leadership play a vital role in ensuring the success of the Strategic Highway Safety Plan (SHSP) by providing guidance, direction, and input into the content of the plan and supporting its implementation. The Executive Leadership are California's transportation leaders. Their support and commitment to the SHSP demonstrates the importance of this plan to the entire State of California and how it will help the State continue a record of success in traffic safety.

STATE MEMBERS

Director, California Emergency Medical Services Authority (EMSA)

Director, Office of Traffic Safety (OTS)

Director, California Department of Transportation (Caltrans)

Director, California Department of Public Health

Commissioner, California Highway Patrol (CHP)

Director, California Department of Alcoholic Beverage Control (ABC)

Director, California Department of Motor Vehicles (DMV)

NON-VOTING MEMBERS

Secretary, California State Transportation Agency (CalSTA)

Deputy Secretary, Transportation Safety and Enforcement, California State Transportation Agency (CalSTA)

California League of Cities, and City of Stockton

California State Association of Counties (CSAC)

County Engineers Association of California (CEAC)

Humboldt County

Hoopa Valley Tribe

Trinidad Rancheria

FEDERAL MEMBERS

Division Administrator, Federal Highway Administration (FHWA), California Division

Division Administrator, Federal Motor Carrier Safety Administration (FMCSA), California Division

Region 9 Administrator, National Highway Traffic Safety Administration (NHTSA)

For questions, please contact the SHSP Program Manager at shsp@dot.ca.gov

Steering Committee

Members of the SHSP Steering Committee provide day-to-day guidance on the SHSP to ensure this comprehensive plan is effectively and efficiently managed and implemented. Steering Committee members were an integral part of the update process and made sure the needs and concerns of all stakeholders were addressed. These professionals have shown ongoing dedication to ensuring safety on California's roadways continuously improves for all transportation users.

Department of Motor
Vehicles (DMV)

Office of Traffic Safety
(OTS)

California Highway Patrol
(CHP)

Traffic Management
Incorporated

American Traffic Safety
Services Association
(ATSSA)

Department of Alcoholic
Beverage Control (ABC)

Metropolitan
Transportation
Commission (MTC)

California League of Cities

City of Stockton

Emergency Medical
Services Authority (EMSA)

California State
Association of Counties
(CSAC)

County Engineers
Association of California
(CEAC)

Humboldt County

California Department of
Transportation (Caltrans)

California Police Chiefs
Association

Petaluma Police
Department

Southern California
Association of
Governments (SCAG)

California Department of
Public Health (CDPH)

Agua Caliente Band of
Cahuilla Indians

FEDERAL MEMBER

Federal Highway
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ProProse

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Center for Collaborative
Policy, Sacramento State

Red Flash Group

For questions, please contact the
SHSP Program Manager at
shsp@dot.ca.gov

Challenge Area Teams

SHSP Challenge Area Teams deliver the actions identified in the Implementation Plan. Challenge area teams are comprised of representatives from public and private organizations, advocacy groups, and individuals passionate about a particular subject. If you are interested in participating, please contact the SHSP Program Manager at shsp@dot.ca.gov.

Roadway Departure and Head On Collisions

Intersections, Interchanges, and Other Roadway Access

Work Zones

Alcohol and Drug Impaired Driving

Occupant Protection

Speed and Aggressive Driving

Distracted Driving

Driver Licensing and Competency

Pedestrians

Bicycles

Young Drivers

Aging Road Users

Motorcycle

Commercial Vehicles

Emergency Medical Services



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